

Washington Metropolitan Area Transit Authority

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Description	FY 2003 Actual	FY 2004 Approved	FY 2005 Proposed	% Change from FY 2004
Operating Budget	\$154,530,978	\$166,129,350	\$165,700,000	-0.3

The mission of the Washington Metropolitan Area Transit Authority (WMATA) is to provide the public with an efficient, affordable and diverse means of travel, under the direction of the District's Department of Transportation (Mass Transportation Division), which provides funding, policy recommendations and coordination services to the agency.

Created effective February 20, 1967, the Washington Metropolitan Area Transit Authority (WMATA) is an interstate compact agency and, by the terms of its enabling legislation, an agency and instrumentality of the District of Columbia, State of Maryland, and Commonwealth of Virginia. This agency was created by the aforementioned states and the District of Columbia to plan, finance, construct and operate a comprehensive mass transit system for the Washington Metropolitan Area. A Board of Directors with representatives from each of the three jurisdictions governs the affairs of WMATA. WMATA's responsibilities include operation and administration of the system, the establishment of recommended fares, and the determination of funding from various sources, including the share of subsidy from each of the participating jurisdictions.

The Mass Transit Division (MTD) within the District's Department of Transportation

(DDOT) is the District's liaison office with WMATA. MTD continuously monitors and evaluates the provision of Metrobus, Metrorail and MetroAccess paratransit service in the District by WMATA. MTD also prepares the annual budgets and processes the quarterly payments for the District's subsidy to WMATA.

The agency plans to fulfill its mission by achieving the following strategic result goals:

- Increasing the number of trips taken, using alternate means of transportation within the District of Columbia, by 15 percent by 2006.
- Maintaining or decreasing current congestion levels by implementing alternative strategies and system capacity increases.

While current passenger ridership and revenue on Metrorail and Metrobus have returned to pre-September 11, 2001 levels, off-peak ridership—primarily tourists and discretionary ridership—remains at or below previous levels. Weekday transit ridership is growing at approxi-

mately one percent per year, but total ridership, including mid-day and weekend ridership, is growing at less than one percent. Additional fare increases would likely have the effect of reducing ridership volume further. In addition, flat or modestly increasing ridership in recent years has resulted in no surplus passenger revenue to be returned to the participating local government jurisdictions in FY 2005 in the form of a favorable audit adjustment.

The FY 2005 budget request reflects WMATA's objective of limiting the overall Metro system-wide subsidy growth to less than 4.5 percent above the approved FY 2004 budget. The FY 2005 budget request attempts to maintain existing levels of transit service and ridership provided during FY 2004. The base FY 2005 request reflects the impact of cost containment measures implemented by WMATA during the previous three fiscal years, minor revenue adjustments due to changing market conditions (i.e., additional advertising and fiber optic lease revenue, reduced interest earnings and lower passenger fare revenue) and additional cost containment measures proposed by WMATA staff in FY 2005 (i.e., business systems improvements, reduction in absenteeism and personnel cost reductions).

Key Initiatives for FY 2005 include:

SYSTEM-WIDE

System-wide initiatives funded in the \$165.7 million proposed FY 2005 budget include the following:

- Additional mandated MetroAccess paratransit service for disabled customers.
- Extension of Metrorail service to Largo, MD.
- Operation of the New York Avenue Metrorail Station in the District (scheduled to open in late 2004).
- Operation of newly purchased Metrorail cars for overcrowding relief.

DISTRICT SPECIFIC

Funding is also included in the FY 2005 proposed budget for these District initiatives:

- Continuation of late night Metrorail operations pilot program (until 3 am, Friday and

Saturday nights). The District committed to funding this service for eighteen months (July 2003 through December 2004) on a demonstration basis.

- One full year of Downtown Circulator bus service between Union Station, Convention Center and Georgetown, and between the new Convention Center and the National Mall.
- Continued Tyson's Corner Reverse Commute bus service between L'Enfant Plaza and Tyson's Corner for FY 2005.

Gross Funds

The proposed budget is \$165,700,000 representing a decrease of 0.2 percent from the FY 2004 approved budget of \$166,129,000. There are no District FTEs for the agency, unchanged from FY 2004.

General Fund

Local Funds. The proposed budget is \$165,700,000 representing a decrease of 0.2 percent from the FY 2004 approved budget. There are no District FTEs for the agency, unchanged from FY 2004.

Federal Funds

The proposed budget contains \$0 in Federal funds, representing a decrease of \$3,479,000 from the approved FY 2004 budget of \$3,479,000. There are no District FTEs for the agency, unchanged from FY 2004.

Funding by Source

Table KE0-1 shows the sources of funding for the Washington Metropolitan Area Transit Authority.

Table KE0-1

FY 2005 Proposed Operating Budget, by Revenue Type

(dollars in thousands)

Appropriated Fund	Actual FY 2002	Actual FY 2003	Approved FY 2004	Proposed FY 2005	Change from FY 2004	Percent Change
Local Fund	148,493	154,531	162,650	165,700	3,050	1.9
Total for General Fund	148,493	154,531	162,650	165,700	3,050	1.9
Federal Payments	0	0	3,479	0	-3,479	-100.0
Total for Federal Resources	0	0	3,479	0	-3,479	-100.0
Gross Funds	148,493	154,531	166,129	165,700	-429	-0.2

Expenditures by Comptroller Source Group

Table KE0-2 shows the FY 2005 proposed budget for the agency at the Comptroller Source Group level (Object Class level).

Table KE0-2

FY 2005 Proposed Operating Budget, by Comptroller Source Group

(dollars in thousands)

Comptroller Source Group	Actual FY 2002	Actual FY 2003	Approved FY 2004	Proposed FY 2005	Change from FY 2004	Percent Change
41 Contractual Services - Other	0	0	0	0	0	0.0
50 Subsidies And Transfers	148,493	154,531	166,129	165,700	-429	-0.3
Subtotal Nonpersonal Services (NPS)	148,493	154,531	166,129	165,700	-429	-0.3
Total Proposed Operating Budget	148,493	154,531	166,129	165,700	-429	-0.2

Programs

WMATA is committed to the following programs:

Metrobus

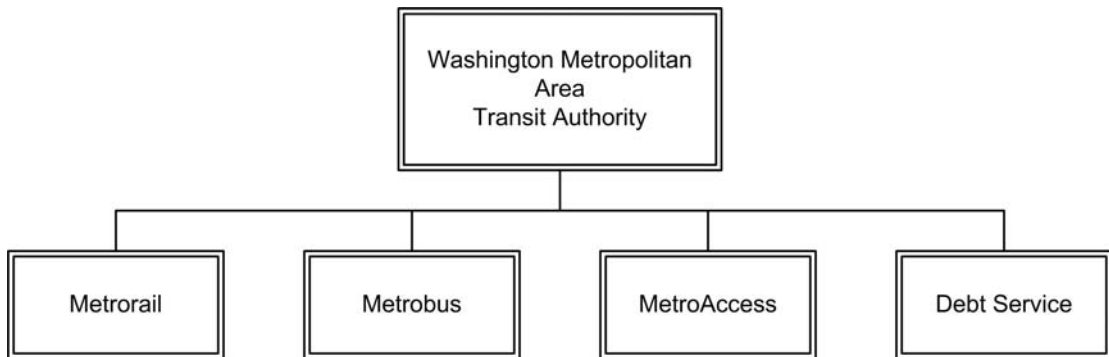
Provides service 24 hours a day, seven days a week to approximately 102 routes throughout the District serving an average weekday ridership of 276,000. The FY 2005 program budget totals \$88,317,000, an increase of \$1,364,350 or 1.5 percent from the FY 2004 approved program budget of \$89,681,350.

Metrorail

Operates the Metrorail system and manages approximately 38 miles of the operating rail system and 39 stations in the District. It serves approximately 213,000 trips by District residents per weekday. Metrorail also manages 103 miles of track in the metropolitan area with 83 stations. The FY 2005 program budget totals \$55,242,000, a decrease of \$1,905,000 or -3.3 percent from the FY 2004 approved program budget of \$57,147,000.

Figure KE0-1

Washington Metropolitan Area Transit Authority



MetroAccess

Provides curb-to-curb wheelchair lift-equipped van service for persons unable to use accessible conventional bus or rail services. In the District, the service has over 4,800 certified riders and carries 12,700 passengers per month. WMATA contracts with private carriers for this paratransit service, called "MetroAccess". The FY 2005 program budget totals \$11,810,000, an increase of \$2,840,000 or 32 percent from the FY 2004 approved program budget of \$8,970,000.

Debt Service

The District's Metrorail debt service finances the District's annual share of \$997 million in bonds sold by WMATA in the 1970's for the rail construction program. The debt payment totals \$10,331,300 annually. This payment is consistent with the Ancillary Bond Repayment Participation Agreement entered into between the District of Columbia, the State of Maryland, the Commonwealth of Virginia, and the United States Secretary of Transportation. The FY 2005 program budget totals \$10,331,000 unchanged from the FY 2004 approved program budget of \$10,331,000.

Agency Goals and Performance Measures

Goal 1: The department will increase the number of trips taken, within the District of Columbia, using alternative means of transportation, including mass transit, pedestrian, bicycle and high-occupancy vehicles by 15 percent by 2006 (3% per year).

Citywide Strategic Priority Area(s): Promoting Economic Development

Manager(s): Emmanuel Onyekwere, Economic Analyst

Supervisor(s): Alex Eckmann, Administrator of Office of Mass Tran

Measure 1.1: Percent change in transit ridership over prior year

	Fiscal Year				
	2002	2003	2004	2005	2006
Target	5	3	1	1	1
Actual	1.7	0.5	-	-	-

Note: DDOT requested a reduction in the FY 2004 and FY 2005 targets from 3.0% to 1.0% based on FY 2003 actual data (1/5/04).

Measure 1.2: Number of dollars provided (millions)

	Fiscal Year				
	2002	2003	2004	2005	2006
Target	148.6	154.5	165.2	171	174
Actual	148.5	154.5	-	-	-

Measure 1.3: Number of dollars requested by WMATA (millions)

	Fiscal Year				
	2002	2003	2004	2005	2006
Target	155.5	162.8	167	177.9	178
Actual	148.5	154.5	-	-	-

Note: WMATA's FY 2004 budget submission restated the FY 2002 target as \$154.7 million. The agency also reduced its FY 2004 target from \$170.9 million to \$167.0 million (12/27/02). The authority also revised its FY 2000 target and actual data from the figures previously published (Target: 135.5; Actual: 141.5)

Measure 1.4: Cost to monitor each \$10 million of subsidy

	Fiscal Year				
	2002	2003	2004	2005	2006
Target	24,059	23,200	23,000	23,000	23,000
Actual	24,059	18,600	-	-	-

